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1947-48

STATE OF NEW YORK

ANNUAL REPORT

OF THE

STATE TRAFFIC COMMISSION

1948

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OF THE

NEW YORK STATE TRAFFIC COMMISSION

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STATE OF NEW YORK

STATE TRAFFIC COMMISSION

Albany, N. Y., February 1, 1949

TO: Hon. Joseph R. Hanley, President of the Senate

Hon. Oswald D. Heck, Speaker of the Assembly

Transmitted herewith is the Annual Report of the State Traffic Commission for the year 1948.

CLIFFORD J. FLETCHER

Chairman

STATE TRAFFIC COMMISSION

ANNUAL REPORT 1947-1948

In 1937 the New York State death rate in motor vehicle accidents was 13.9 per 100 million vehicle miles traveled. With the exception of several of the war years, this rate declined in each of the succeeding years until in 1947 it was down to 7.3, and an all time low of 6.5 was reached in 1948. In spite of New York's great concentration of population and traffic, it is well below the National rate for 1948 of 8.0. It is lower than that of any State having comparable mileage and population. This is also true of the death rate per 100,000 population, which in 1948 was 12.5, against a National rate of 21.9.

The New York State Traffic Commission was created shortly before the beginning of 1937 and since that time has played an active part in the regulation of traffic and the standardization of type and use of traffic control devices throughout the State.

This continuing improvement in traffic safety must be attributed to a variety of influences, including the activities of the Traffic Commission and a number of other State and local agencies. The beneficial effect of the State-wide Conference on Highway and Traffic Safety, which was held by Governor Dewey early in 1946, is definitely indicated by the annual statistics. Other factors have entered, and the National trend has been downward. Nevertheless, the Commission is entering its 13th year of operation with assurance that no small part of this remarkable reduction of more than 50% in the vehicular death rate is due to its work, and considers it to be evidence that its policies and methods are based upon sound principles. This is supported by the fact that the National Safety Council has rated New York State as second among the 48 States in traffic engineering activities.

Vehicular mileage in the State has continued to rise. As shown in Table No. 1, it reached 26,707 million miles in 1947, an increase of 6.5% over the previous year, and in 1948 it amounted to 28,359 million miles, an increase of 6.2% over 1947. The rise in motor vehicle registrations has also continued. Reference to Table No. 2 will indicate that there were 2,945,014 motor vehicles registered in 1947, an increase of 6% over the previous year, and that in 1948 the total registrations amounted to 3,209,869, an increase of 9% over 1947. Comparing 1948 with 1936, the year in which the Traffic Commission was established, vehicular mileage in the State has increased 26% and motor vehicle registrations have increased 29%.

The work of the Traffic Commission has grown with this greatly increased use of the highways. In 1947 the Commission made 859 traffic surveys and studies, an increase of 15% over the previous year, and in 1948 the number of these was 1027, an increase of 20% over 1947, with an additional 406 scheduled but not completed. The number of orders issued by the Commission as a result of these studies is detailed in Table No. 10.

These figures include only those cases in which investigations were made in the field and action taken by the Traffic Commission. They do not include cases which did not require reference to the field and which could be handled by data in the Commission's files, nor investigations initiated by the traffic engineer of the Department of Public Works and the traffic supervisor of the State Police which were not referred to the Commission, because action was taken locally in accordance with standards as prescribed by the Commission.

Under section 95g of the Vehicle and Traffic Law, officials of cities and villages are authorized to call upon the Traffic Commission to advise and assist them in their traffic problems. The amount of this type of work is growing each year and the Commission has supplied consulting service in traffic engineering to the officials of a number of municipalities during 1947 and 1948. In many instances the inquiry is such that it can be handled by correspondence. Others are of the type which require an investigation in the field. Analysis of the reports and recommendations submitted in these latter cases often indicates the need of further discussion with the interested officials. In such instance a member of the Commission's staff, after reviewing the situation in the field, discusses the problem in detail with the local authorities and assists them in developing a plan of action.

The requirement in section 46 of the Highway Law as amended in 1945, that all village ordinances and regulations which relate to or affect parking, traffic operation of vehicles, pedestrian traffic, and other traffic conditions on state highways, be approved by the State Traffic Commission, has added to the amount of service supplied to the villages. Many village ordinances submitted for approval require revision, and considerable correspondence and field trips are frequently necessary to ensure that the village has an enforcible ordinance, and that the effect upon the free and proper movement of traffic and parking will not be adverse. In 1947 studies were made and approval granted for 67 such ordinances, and in 1948 the number handled was 58.

The volume and importance of the work performed by the Traffic Commission can not be measured by its annual budget, which is small. It must be borne in mind that most of its field work is performed for the Commission by the Department of Public Works and the

Division of State Police, and that the funds necessary to carry out its orders and policies are included in the budget of the Department of Public Works. The situation may be seen in better perspective when it is considered that in 1947 the cost of installing and maintaining signs, signals and markings on the State System of Highways, all of which are under the jurisdiction of the Commission, was $975,057 and that in 1948 this figure amounted to $1,234,745. A further understanding may be obtained from the statement of the duties and powers of the Commission which appears on pages 10, 11 and 12.

MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES

In the regulation of motor vehicle traffic it is of extreme importance that the devices used for this purpose be standardized in design and that they be scientifically applied in a uniform manner, at all points where studies indicate their necessity.

Following this principle and conforming to section 95b of the Vehicle and Traffic Law, the Commission has from time to time adopted uniform rules and regulations covering the design and use of signs, signals and markings to be used on and along all State Highways. In 1948 these standards were reviewed and revised as necessary to conform to best current practice, and published in loose-leaf form as a Manual of Uniform Traffic Control Devices.

So far as is practicable, the Manual follows National standards, as outlined in the 1948 edition of the Manual on Uniform Traffic Control Devices of the American Association of State Highway Officials.

Copies of the Manual have been sent to the mayors of all cities and villages, to all county and town superintendents of highways, and to other interested agencies, together with letters explaining its purpose and urging that the standards established by it be followed on highways under their jurisdiction.

While it is mandatory that the Commission's standards be followed on all State Highways, this is not true of county roads and town highways. However, by its wide distribution of the Manual to all officials having jurisdiction over streets and highways, the Commission hopes to obtain general acceptance of these standards throughout the State. The correspondence already received since the distribution of the Manual indicates a very lively desire on the part of local officials to follow State standards, and the Commission believes the publication of this Manual to be a very important step toward obtaining uniformity in traffic regulation and control.

Prints of all signs listed in the Manual are available, and all local officials have been notified that full-scale prints will be sent them upon request, without charge. To ensure that signs purchased locally from commercial sources conform to State standards, all known sign companies doing business in the State have been supplied with the Manual and advised that full-scale prints may be obtained at a cost of 25 cents for prints of signs having an area of 4 square feet or less, and 35 cents for prints of signs having an area of more than 4 square feet.

ARTERIAL HIGHWAYS WITHIN CITIES

New York State has embarked upon an extensive program for the construction of arterial highways within cities, for the purpose of relieving the growing traffic congestion in the urban areas of the State. A number of these arterial highways were completed or were under construction in 1948. Many more will be placed under contract in 1949 and 1950.

Since these arterial highways within the cities are State Highways maintained by the State, the provisions of the Vehicle and Traffic Law with respect to the jurisdiction of the State Traffic Commission over traffic regulation and the use of traffic control devices, and the agency responsible for installation and maintenance, apply to them exactly as they do to the State Highways maintained by the State outside of the cities.

Except in the case of those arterials which are elevated or depressed and access is thereby limited, the question of whether the newly constructed highway will function as a true arterial, or will merely be a city street reconstructed and widened at the expense of the State, will depend to a large extent on the traffic control established upon it. The Traffic Commission therefore proposes to exercise the utmost care to ensure that this traffic control conforms to the latest and best methods and standards. Among other things, the questions of speeds permitted, parking, right and left turns from and into the arterial, the regulation of traffic at intersections, one-way movement on intersecting streets, traffic regulations on other city streets necessary to improve the traffic pattern on the artery or to meet changed traffic conditions created by the artery, and the necessity for coordinated signal systems, will be examined and appropriate action taken.

Prior to initiating a study to determine the traffic control measures necessary on an arterial highway, the Mayor of the city will be consulted. During the progress of the study and the preparation of the Traffic Control Plan a close liaison will be maintained with an appropriate official designated by him, to the end that the State and the city are mutually in agreement.

The additional work created by the arterial highways will place a load upon the Traffic Commission which will make it necessary that its personnel be increased.

ACCIDENTS

The Bureau of Motor Vehicles publishes very complete statistics relative to motor vehicle accidents. For this reason, no analyses of types, causes, etc., of accidents are included in this report.

To an agency such as the State Traffic Commission, whose concern is the safe and orderly movement of traffic and the elimination of conditions leading to accidents, the fact that an accident of sufficient severity to cause death or injury has occurred is of importance. Leaving out the factor of speed, whether the accident resulted in a fatality or a personal injury, and the number of fatalities and personal injuries resultant from the accident, is largely a matter of chance. It is influenced by the number of persons involved, their age, physical condition, location in the vehicle, and numerous other factors.

It has therefore been considered advisable to present some statistics in which the analysis is based primarily on the number of accidents. They are shown in Tables 3, 4, 5 and 6.

SPEED

Since the establishment of the state-wide 50 MPH speed limit, it has been the practice of the Commission each year to make 3-hour speed checks during the summer months at 10 points throughout the State. The locations selected were in open country and where the higher speeds might be expected. Results of these speed checks are shown in Table No. 12.

The check in 1948 shows a higher volume and lower speeds than those made in 1946 and 1947. In the 1948 check a Radar Speed Meter was used which accurately records the speed of all vehicles. Previous checks were manual, using a stop watch. This accounts for the lower number of vehicles checked in those years and the higher average speeds recorded, since when a manual speed check is made it is not possible to obtain the speed of all passing vehicles, and the human tendency is to check those which appear to be traveling at the higher rates.

The 1948 check may be accepted as a more true picture of the situation. Public acceptance of the 50 MPH limit is indicated by the fact that 85% of all cars checked were traveling at speeds of 48 MPH or less.

SPEED REGULATION

Under section 95c of the Vehicle and Traffic Law, the Commission has the authority to restrict speed below the state-wide 50 MPH limit upon all highways in the State except within cities, incorporated villages, and on parkways. In the case of State Highways it may also establish limits higher than 50 MPH, but this authority has not yet been exercised, and it is not the present intention of the Commission to establish any limits higher than 50 MPH with the possible exception of the new super-highways which the State plans to build.

On State Highways the speed regulations may be established upon the initiative of the Commission. On town roads and county highways the law requires that a formal request for such regulation be made by the town board and the county superintendent of highways.

Heretofore the authority of the Commission to regulate speed was limited to linear restriction, i.e., the restriction of speed for a certain distance upon a given highway. However, there exist unincorporated communities whose development is in depth as well as in frontage along any one highway and which have much the same street pattern as a village. With the intensive building program which has been carried on for the past few years, this type of community is becoming increasingly frequent.

It is not practicable to handle such a situation by the linear method of speed restriction. To meet this situation, the Legislature of 1947, upon the recommendation of the Traffic Commission, amended section 95c to authorize the Traffic Commission to restrict speed by area upon the formal request of the town board and the county superintendent of highways. While the law requires that a map and description of the boundaries of the area be submitted with the request to the Commission, in actual practice it has been found best that the matter be initiated by an informal request from the town board stating in a general way the outlines of the area within which it is desired that speed be restricted. The Commission then conducts a survey and discusses with the town authorities the exact location of the boundaries. These having been determined, the map and description of the boundaries are prepared by the Commission and forwarded to the town board and the county superintendent for signature.

The result is the same as the establishment of a speed limit by a city or village. Legally defined boundaries are established and made a legal record. Speed is restricted within said boundaries. The speed limit is posted at the boundaries on main highways entering the area and motorists are notified by signs of their exit from the area.

In 1947, seven area speed restrictions were established covering a total of approximately 304 miles. In 1948, five area speed restrictions were established covering a total of approximately 229 miles. Details of these area restrictions are shown in Table No. 7A.

The number and mileage of linear speed restrictions in effect at the end of 1947 and 1948 are shown in Table No. 7. In addition to the increase in number of zones and mileage shown in this table, there were numerous adjustments and alterations in existing zones.

In the spring of 1948 the Commission acquired a recording speed meter, which follows the principle of Radar to measure speeds. When this instrument is set up along the highway the speed of all passing cars is automatically measured and recorded on a chart. It has been found extremely useful in making traffic surveys in which the determination of speeds is a factor, and also in making studies of the effect of traffic control upon speed.

SIGNALS

A traffic signal, when properly used, is an efficient tool for the regulation of traffic. When improperly used it seriously reduces the capacity of a highway, places unnecessary restriction upon movement which is resented by motorists, and may increase the number of accidents at an intersection, instead of decreasing them. It is not a cure for all traffic evils, as is demonstrated by the fact that in 1948 there were 59,626 accidents at intersections in New York State where traffic is regulated by signals. This is 22% of all the vehicular accidents which occurred in the State.

It is the policy of the Commission to install traffic signals at locations on the State Highways where their use is warranted by the traffic facts, but it has consistently refused to operate signals at locations where conditions which would warrant their use are not present. The activities of the Commission with respect to signals are shown in Table No. 8.

In order to follow the sound principle that traffic signals should be operated only as required by traffic conditions, it has been the practice of the Commission to discontinue or change to flashing operation during the winter season, signals at those intersections where the traffic volume becomes reduced below that which warrants control by a signal. This practice was continued in 1947 and 1948.

There are many signals at rural intersections where the traffic drops off during the night hours to the point where

fixed time operation is not justified. When this happens there is a tendency on the part of motorists to disobey the red indication, especially during the late night and early morning hours. Signals at these intersections are therefore placed upon flashing operation during such hours, to eliminate unnecessary stops and in order to avoid giving motorists a false sense of security by displaying a green indication.

PARKING

It is essential to the social and business life of a community that parking be permitted to the maximum extent possible. On the other hand, the volume of parking has grown to such an extent that regulation is becoming increasingly necessary to avoid interference with the through movement of vehicles, to ensure that the most efficient use is made of the available curb parking space, and to reduce the accident hazard caused by improper parking.

The Commission has the authority to regulate parking on the State Highways, and on certain of the town highways and county roads if requested by the town board and the county superintendent. Through the exercise of this power it has been able to clear up a number of bad parking conditions and to be of considerable assistance to local authorities, who are more aware of the problem created by unregulated parking than ever before.

The requirement in section 46 of the Highway Law that village ordinances affecting traffic and parking on State Highways in villages must be approved by the State Traffic Commission, has also provided a means whereby the Commission has been able to persuade many villages to correct bad parking practices by ordinance. Wherever possible, the Commission considers it preferable that parking regulations be established by local action rather than by order of the Commission. Table No. 11, which lists the various parking regulations established by the Commission which were in effect as of the end of 1947 and 1948, therefore does not fully reflect the activities of the Commission in connection with the improvement of parking conditions.

PAVEMENT MARKINGS

During 1947 and 1948, pavement markings conforming to the Traffic Commission's standards have been applied and maintained on 9360 miles of the State System of Highways. In addition to this, special markings, including cross walks, are applied and maintained as necessary.

PERMITS

Traffic signals, signs and markings may not be installed upon the State System of Highways without authority of the Traffic Commission. In general, such traffic control devices as may be necessary are installed

by the Department of Public Works upon order of the Traffic Commission. In a few instances, where the expenditure of State monies for such purpose is prohibited by law, or where the device is primarily for the benefit of private interests, the Commission issues permits for their installation. The permits require that the installation conform to standards of the Commission, and that the cost of installation and maintenance be borne by the applicant. Such permits are issued only after the Commission has satisfied itself by investigation that a reasonable need exists, and that the orderly and safe flow of traffic on the highway will not be adversely affected. Permits issued in 1947 and 1948 are shown in Table No. 9.

RULES AND REGULATIONS

Rule No. 1 of the Traffic Commission required obedience to regulatory signs, signals and markings established by the Traffic Commission. Since appropriate sections of the Vehicle and Traffic Law have been amended from time to time so that in general this obedience is required by law rather than by Commission Rule, it has become unnecessary. Rule No. 1 was therefore repealed by the Commission at its meeting held on April 12, 1948. The effective date of the repeal is June 23, 1948.

The Manual of Standard Pavement Markings having been incorporated in the Manual of Uniform Traffic Control Devices, which constitutes the Rules and Regulations of the State Traffic Commission, the Rule of the Commission which required that pavement markings on State Highways conform to the Manual of Standard Pavement Markings dated May 29, 1945, became unnecessary. This Rule was therefore repealed by the Commission at its meeting held on April 28, 1948. The effective date of the repeal is September 1, 1948.

At its meeting held April 28, 1948, the Commission adopted the Rules and Regulations in relation to traffic signs, signals and markings as contained in the Manual of Uniform Traffic Control Devices of the State Traffic Commission, said Rules and Regulations to supersede any previous standards, Rules or Regulations in relation to such devices. The effective date of these Rules and Regulations is September 1, 1948.

SCHOOLS

In order to ensure maximum protection to children from traffic hazards, it has been a policy of the Commission to give especial attention to traffic conditions in the vicinity of schools and along the routes followed by children on their way to and from school.

A very close liaison has been developed with the Department of Education with respect to this phase of the Commission's work. Upon completion of a traffic study in the vicinity of a

school, if a negative decision is indicated the matter is referred to the Department of Education, and no final decision is made until that Department has had an opportunity to review the situation and submit its recommendations.

The Department of Education is advised by the Commission of all action taken in connection with traffic regulation and control which affects or has a bearing upon conditions at or approaching a school. Upon receipt of such information it then contacts the authorities of the school in question through the District Superintendent of Schools, urging that the children be trained to obey the protective devices installed by the Traffic Commission, and suggesting that advantage be taken of the improvement to stimulate the training of the children in traffic safety.

The Commission continues to urge the use of portable school signs for the protection of children crossing the highway at a school. These signs are placed in the center of the highway under permit from the Traffic Commission, during the hours that children are going to and from school. At all other times they are removed from the highway. The fact that these signs are displayed only when there is a strong probability that a child may be crossing is an important factor in obtaining obedience from motorists, and they have been found to be very effective. Permits were issued to 23 schools for the use of this type of sign in 1947, and to 23 schools in 1948.

The Commission has erected a number of signs giving motorists advance warning of the presence of a school, or a point at which school children cross. This work will be continued.

ADMINISTRATION

The Legislature of 1947 appropriated $44,920 for the support of the Traffic Commission for the fiscal year ending March 31, 1948. The Legislature of 1948 appropriated $49,895 for the support of the Traffic Commission for the fiscal year ending March 31, 1949.

The two positions of Senior Engineering Aide and Junior Civil Engineer, which had been vacant since 1945 and 1946 respectively, due to inability to find applicants qualified to fill the positions at the salaries offered, have been filled by the appointment of Clarence M. Wakeman as Senior Engineering Aide in June 1947 and the appointment of James M. Wallace as Junior Civil Engineer in June 1948.

DUTIES AND POWERS

The Legislature has placed upon the State Traffic Commission the duty of establishing uniformity in traffic regulation and control, of reducing the accident rate, and of obtaining the safe and efficient use of the streets and highways in the State.

Specifically, its functions are as follows:

1. Maintenance of a continuous survey of traffic conditions in cities, villages, counties and towns. Sec.95g3, V & T.

2. Installation, use, operation, and removal of all signals on the State System of Highways, and the establishment of standards and specifications for the types of signals used. Sec.95a and 95b, V & T.

3. Installation, use, and removal of all signs and markings on the State System of Highways, and the establishment of specifications and standards for the design and use of such signs and markings. Sec.95b, V & T.

4. Installation in cities and villages of directional signs to facilitate the movement of through vehicular traffic. Sec.95e, V & T.

5. Regulation of speed on the State System of Highways, on county roads, and on town highways. On State Highways it may establish speed limits higher than the maximum prescribed by law. Sec.95c, V & T.

6. Regulation of parking on the State System of Highways and on certain county roads and town highways. Sec.95c, V & T.

7. Regulation of traffic entering the State System of Highways, including the erection of Stop signs. Sec.95d, V & T.

8. Regulation of the direction of movement, and the weight of trucks permitted, on the State System of Highways, and on certain county roads and town highways. Sec.95g.10 & .11, V & T.

9. Regulation of the crossing of State Highways by pedestrians. Sec.95g.12, V & T.

10. Supplying traffic engineering service to cities, villages, counties and towns. Sec.95g.2, V & T.

11. Recommending to appropriate agencies action necessary to improve traffic conditions and to increase safety on highways, including construction or reconstruction of highways and elimination of grade crossings. Sec.95g.3, V & T.

12. Obtaining the adoption of uniform traffic ordinances, signs, signals and pavement markings by cities, villages, counties and towns. Sec.95g.2 & .7, V & T.

13. Preparation of legislation for improvement in traffic regulation and control, and for reducing accidents. Sec.95k, V & T.

14. Review and approval of local ordinances regulating the direction of movement and the weight of trucks permitted, on State Highways in cities, villages and towns. Sec.90.1, V & T.

15. Review of ordinances regulating speed on State Highways in sparsely built up sections of cities and villages. Sec.55, V & T.

16. Review and approval of all village ordinances which affect vehicular and pedestrian traffic on State Highways within villages. Sec.46 Highway Law and Sec.90.2a, V & T.

17. Review of convictions for violations of speed ordinances in cities of the third class and in villages. Sec.55, V & T.

18. Conducting highway safety programs. Sec.95g.1 & .9, V & T.

19. Conducting driver training programs as an aid to national defense. Sec.95g.9, V & T.

20. Coordination of the work of individuals and agencies engaged in safety education. Sec.95g.1, V & T.

21. Holding public meetings to promote and coordinate the work of traffic regulation and control, and safety education, throughout the State. Sec.95g.4, V & T.

22. Adoption of rules and regulations to accomplish the purposes for which the Traffic Commission was created. Sec.95h, V & T.

23. It may hold public hearings, subpoena and compel the presence of witnesses, require the production of books, records and documents, and take and hear proofs and testimony. Sec.95g.4, V & T.

LEGISLATION

The following legislation of interest to the Traffic Commission, was enacted by the Legislatures of 1947 and 1948.

V & T LAW, SEC. 54. Amended by Chapter 170/1947 to eliminate the requirement that portions of the legend on municipal speed limit signs other than the name of the municipality and the rate of speed, be reflectorized. Effective March 15, 1947.

V & T LAW, SEC. 54. Amended by Chapter 665/1948 to require cities and villages to erect signs posting the end of speed limits established by them. Effective January 1, 1949.

V & T LAW, SEC. 56. Amended by Chapter 209/1947 to change the speed limit where traffic is controlled by a peace officer or traffic control signal, from 10 MPH to 20 MPH. Effective April 1, 1947.

V & T LAW, SEC. 90.2b. Added by Chapter 517/1948 to authorize cities, villages and towns to provide by ordinance for the removal and storage of vehicles parked or abandoned during emergencies. Approval by the Traffic Commission is required in the case of such ordinances which affect State Highways maintained by the State. Effective March 27, 1948.

V & T LAW, SEC. 95c. Amended by Chapter 210/1947 to authorize the Traffic Commission to limit speed on county roads and town highways by area, as well as by individual road, upon request of a town board and the county superintendent of highways. Effective March 19, 1947.

TABLE NO. 1

YEAR	GASOLINE CONSUMPTION		VEHICULAR MILEAGE	
	Gallons[1]	Compared With 1936	Millions of Miles	Compared With 1936
1936	1,666,447,407	100 %	22,440	100 %
1937	1,748,157,708	105 %	23,548	105 %
1938	1,735,101,554	104 %	23,372	104 %
1939	1,820,743,272	109 %	24,533	109 %
1940	1,894,490,937	114 %	25,526	114 %
1941	1,957,889,809	118 %	26,388	118 %
1942	1,476,194,648	89 %	19,328	86 %
1943	1,129,971,836	68 %	14,795	66 %
1944	1,193,614,257	72 %	15,623	70 %
1945	1,356,385,220	81 %	17,847	80 %
1946	1,844,096,563	111 %	25,080	112 %
1947	2,005,563,020	120 %	26,707	119 %
1948	2,150,039,463	129 %	28,359	126 %

(1) Taxable gasoline less refunds allowed for non-highway use, plus gasoline sold to State and Municipal government.

TABLE NO. 2

MOTOR VEHICLE REGISTRATIONS					
YEAR	Passenger Cars[1]	Trucks[2]	Buses	Total[3]	Compared With 1936
1936	2,122,119	325,731	35,093	2,482,943	100 %
1937	2,226,492	332,891	32,832	2,592,215	104 %
1938	2,252,751	329,027	33,942	2,615,720	105 %
1939	2,321,871	334,020	32,513	2,688,404	108 %
1940	2,407,930	343,550	32,738	2,784,218	112 %
1941	2,525,845	347,543	30,954	2,904,342	117 %
1942	2,270,135	329,524	31,671	2,631,330	106 %
1943	1,961,226	310,258	29,964	2,301,448	93 %
1944	1,948,959	310,744	30,373	2,290,076	92 %
1945	2,009,424	332,546	31,486	2,373,456	96 %
1946	2,256,574	390,750	39,713	2,787,037	112 %
1947	2,479,569	424,527	40,918	2,945,014	119 %
1948	2,714,089	453,408	42,372	3,209,869	129 %

(1) Includes Ambulances, Suburbans and Dealer.
(2) Includes Farm Vehicles.
(3) Includes all Motor Vehicles except Trailers and Motorcycles.

TABLE NO. 3

ALL MOTOR VEHICLE ACCIDENTS

YEAR	ACCIDENTS INVOLVING DEATH OR INJURY				ACCIDENTS INVOLVING PROPERTY DAMAGE ONLY	TOTAL ALL ACCIDENTS
	Number Deaths	Number Injuries	Number Accidents	Compared With 1936		
1936	2,762	101,402	78,901	100 %		
1937	3,065	106,482	82,085	104 %		
1938	2,528	96,418	74,125	94 %		
1939	2,429	95,946	73,442	93 %		
1940	2,452	94,829	72,433	92 %		
1941	2,661	98,845	74,675	95 %		
1942	2,184	87,172	68,433	87 %	73,023	141,456
1943	1,765	60,133	47,271	60 %	48,757	96,028
1944	1,584	65,566	50,463	64 %	60,367	110,830
1945	1,763	80,776	61,208	78 %	97,593	158,801
1946	2,004	104,812	79,398	101 %	137,899	217,297
1947	1,970	114,070	85,502	108 %	187,288	272,790
1948	1,848	114,572	85,314	108 %	186,529	271,843

NOTE: N.Y.S. Financial Responsibility Law requiring that all motor vehicle accidents with property damage of $25.00 or more be reported, became effective January 1, 1942. Amount changed to $50.00 effective May 1, 1948.

TABLE NO. 4

MOTOR VEHICLE ACCIDENTS
INVOLVING DEATH OR PERSONAL INJURY

YEAR	RATE PER 10,000 REGISTRATIONS	COMPARED WITH 1936	RATE PER 100 MILLION VEHICLE MILES	COMPARED WITH 1936	DEATHS PER 100 ACCIDENTS	INJURIES PER 100 ACCIDENTS
1936	317.78	100 %	351.6	100 %	3.50	128.52
1937	316.66	99 %	348.6	99 %	3.73	129.72
1938	283.38	89 %	317.2	90 %	3.41	130.08
1939	273.18	86 %	299.4	85 %	3.31	130.64
1940	260.16	82 %	283.8	81 %	3.39	130.92
1941	257.12	81 %	283.0	80 %	3.56	132.37
1942	260.07	82 %	354.1	101 %	3.19	127.38
1943	205.40	65 %	319.5	91 %	3.73	127.21
1944	220.36	69 %	323.0	92 %	3.14	129.93
1945	257.94	81 %	343.0	98 %	2.88	131.97
1946	284.89	90 %	316.5	90 %	2.52	132.01
1947	290.33	91 %	320.1	91 %	2.30	133.41
1948	265.79	84 %	300.8	86 %	2.17	134.29

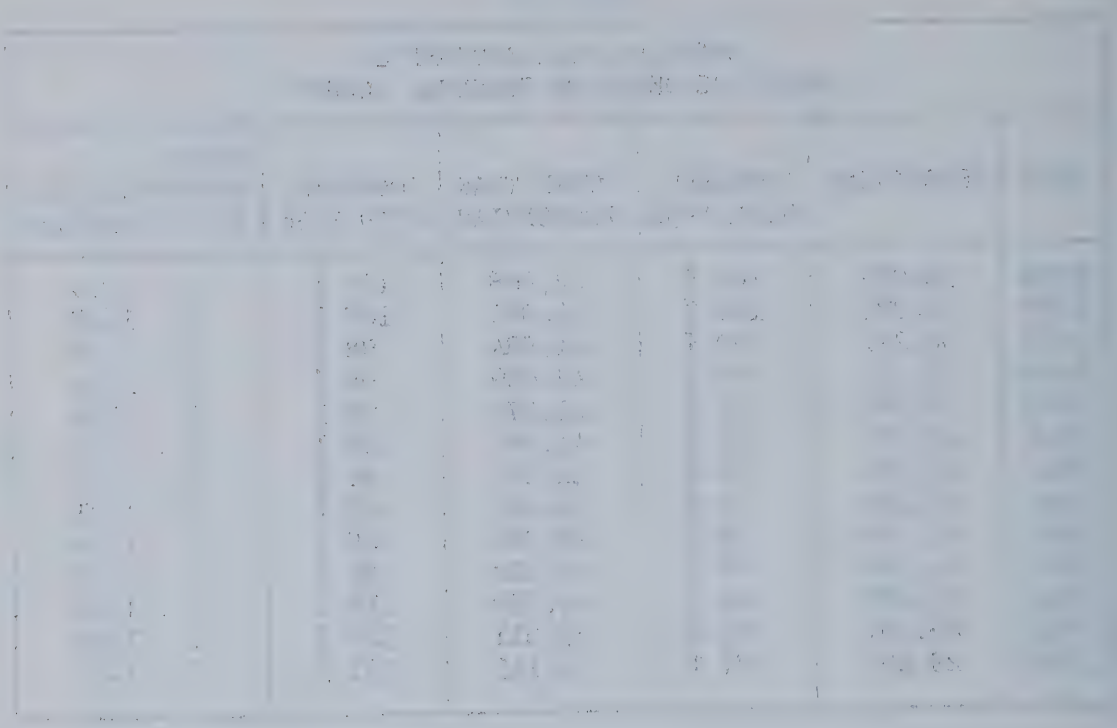
TABLE NO. 5

MOTOR VEHICLE ACCIDENTS INVOLVING DEATH OR PERSONAL INJURY					
YEAR	PEDESTRIAN	COMPARED WITH 1936	OTHER THAN PEDESTRIAN	COMPARED WITH 1936	RATIO PEDESTRIAN TO NON PEDESTRIAN
1936	36,033	100 %	42,868	100 %	1 : 1.19
1937	36,072	100 %	46,013	107 %	1 : 1.28
1938	32,241	90 %	41,884	98 %	1 : 1.30
1939	31,403	87 %	42,039	98 %	1 : 1.34
1940	30,362	84 %	42,071	98 %	1 : 1.39
1941	29,774	83 %	44,901	105 %	1 : 1.51
1942	27,302	76 %	41,131	96 %	1 : 1.51
1943	20,445	57 %	26,826	63 %	1 : 1.31
1944	21,079	58 %	29,384	68 %	1 : 1.39
1945	24,386	68 %	36,822	86 %	1 : 1.51
1946	29,639	82 %	49,759	116 %	1 : 1.68
1947	29,891	83 %	55,611	129 %	1 : 1.86
1948	29,201	81 %	56,113	131 %	1 : 1.92

TABLE NO. 6

GEOGRAPHICAL DISTRIBUTION OF ACCIDENTS INVOLVING DEATH OR INJURY						
	GREATER N.Y.		OTHER CITIES		RURAL[1]	
YEAR	Number	% of Total	Number	% of Total	Number	% of Total
1937	48,445	59 %	15,888	19 %	17,752	22 %
1938	44,037	59 %	13,786	19 %	16,302	22 %
1939	43,023	59 %	14,141	19 %	16,278	22 %
1940	41,549	58 %	13,961	19 %	16,923	23 %
1941	40,086	54 %	15,818	21 %	18,771	25 %
1942	34,268	50 %	18,517	27 %	15,648	23 %
1943	22,770	48 %	13,703	29 %	10,798	23 %
1944	24,805	49 %	14,068	28 %	11,590	23 %
1945	30,000	49 %	17,018	28 %	14,190	23 %
1946	38,109	48 %	20,884	26 %	20,405	26 %
1947	41,975	49 %	21,359	25 %	22,168	26 %
1948	43,287	51 %	20,591	24 %	21,436	25 %

(1) Includes Incorporated Villages



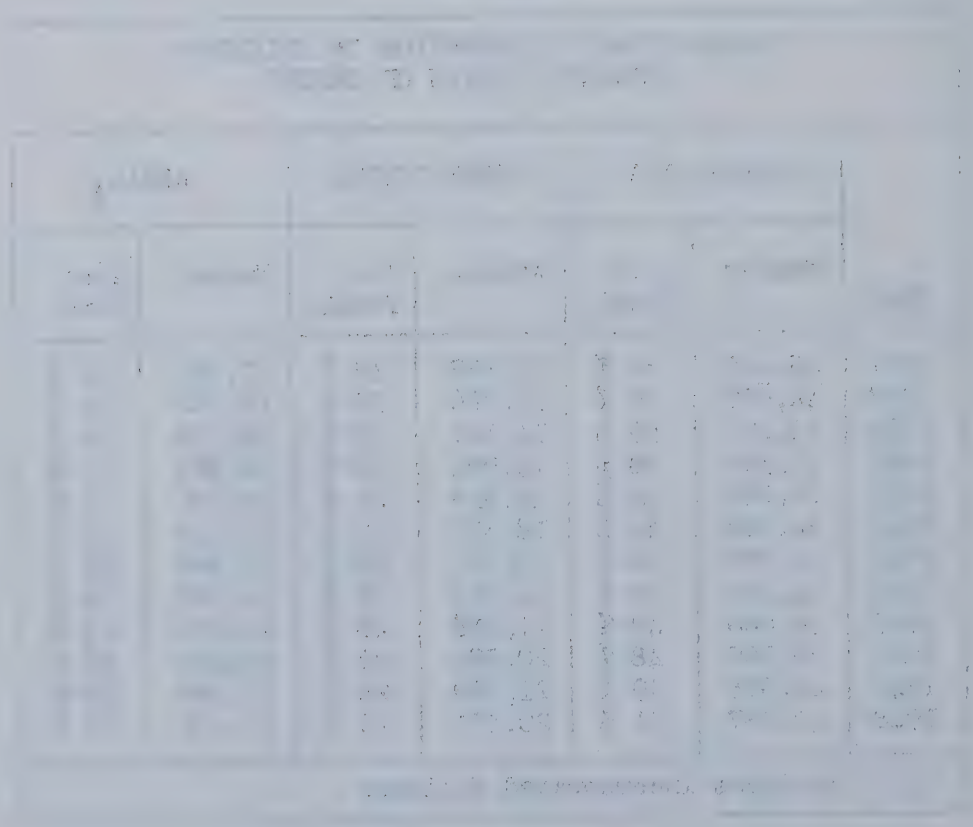


TABLE NO. 7

LINEAR SPEED RESTRICTIONS
(Does not Include Area Restrictions)

SPEED LIMIT	In Effect as of Dec. 31, 1947		In Effect as of Dec. 31, 1948	
	No. of Zones	Miles	No. of Zones	Miles
		STATE SYSTEM		
20 MPH	2	0.5	2	0.5
25 MPH	14	8.9	17	10.9
30 MPH	223	185.7	265	230.0
35 MPH	202	186.9	280	280.7
40 MPH	33	51.1	39	65.2
TOTAL	474	433.1	603	587.3
		TOWN AND COUNTY SYSTEM		
20 MPH	3	1.3	5	3.2
25 MPH	24	19.4	25	20.2
30 MPH	78	61.0	114	91.5
35 MPH	61	53.3	90	91.9
40 MPH	4	7.2	4	9.2
TOTAL	170	142.2	238	216.0

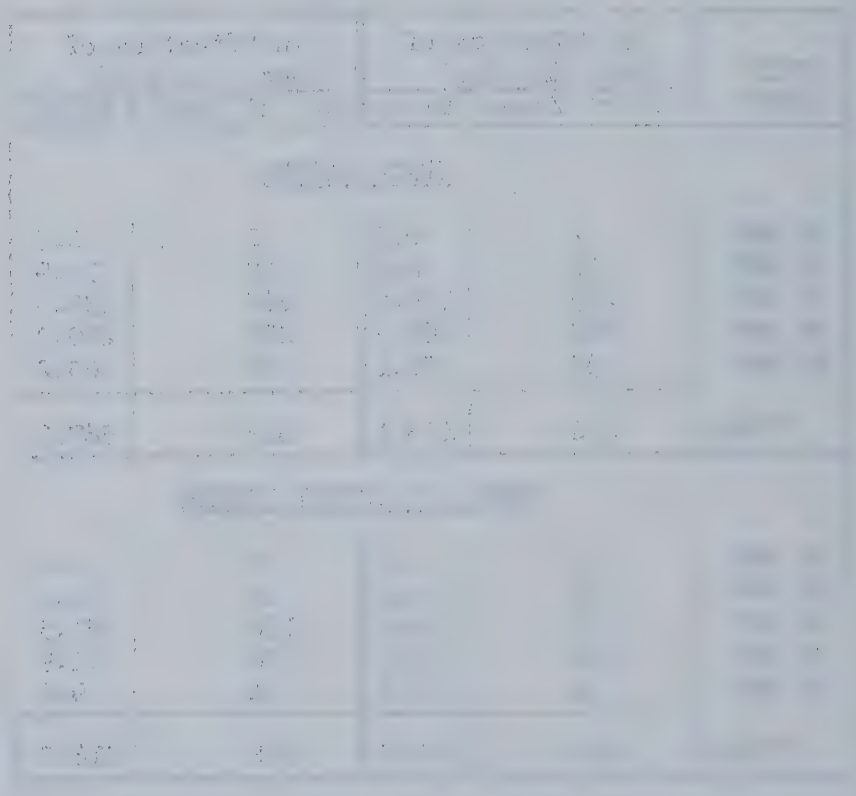


TABLE NO. 7A

AREA SPEED RESTRICTIONS

DATE OF ORDER	LOCATION	SPEED LIMIT
4/23/47	Town of Irondequoit, Monroe County	
	Entire area of Township, exclusive of inc. villages	35 MPH
4/24/47	Town of Niskayuna, Schenectady County	
	Area adjacent to East Line, City of Schenectady	30 MPH
5/23/47	Town of Glenville, Schenectady County	
	West Glen Area	30 MPH
6/11/47	Town of Eastchester, Westchester County	
	Entire area of Township, exclusive of inc. villages	30 MPH
6/23/47	Town of North Hempstead, Nassau County	
	Harbor Hills Area	25 MPH
10/29/47	Town of Poughkeepsie, Dutchess County	
	(1) Fairview Area	30 MPH
	(2) New Hamburgh Area	30 MPH
	(3) Area in vicinity of Hornbeck Rd. & Dutchess Tpk.	30 MPH
10/29/47	Town of Tonawanda, Erie County	
	(1) Area adjacent to North Line, Village of Kenmore	30 MPH
	(2) Area adjacent to Ellicott Creek Park	30 MPH
	(3) Area in vicinity of Vulcan Street and River Road	30 MPH
	(4) Area adjacent to Sawyer Avenue and River Road	30 MPH
2/3/48*	Town of Tonawanda, Erie County	
	Entire area of Township, exclusive of inc. villages	35 MPH
	* Supersedes orders dated 10/29/47	
4/14/48	Town of Greece, Monroe County	
	(1) Area in vicinity of Lowden Point Road and Edgemere Drive	35 MPH
	(2) Area in vicinity of Nantucket Rd. and Rt. US 104	35 MPH
	(3) Area adjacent to West Line, City of Rochester	35 MPH
6/2/48	Town of Mamaroneck, Westchester County	
	Entire area of Township, exclusive of inc. villages	30 MPH
11/5/48	Town of Dickinson, Broome County	
	Area in vicinity of Rosedale Drive & Rt. US 11 & 12	30 MPH
11/29/48	Town of Amherst, Erie County	
	Southwesterly portion of Township	35 MPH

NOTE: LAW AUTHORIZING SPEED RESTRICTION BY AREA EFFECTIVE MARCH 19, 1947.

TABLE NO. 8

TRAFFIC SIGNALS ON STATE SYSTEM

MAINTAINED BY STATE

TYPE	1946 In Operation December 31	1947			1948		
		Removed	Installed	In Operation December 31	Removed	Installed	In Operation December 31
Flashing	244	19	12	237	13	18	242
F. T.	504	8	24	520	5	36	551
S. V. A.	155	4	15	166	5	26	187
F. V. A.	6	0	2	8	3	1	6
F. V. A.- Sp.Control	2	0	1	3	0	0	3
TOTAL	911	31	54	934	26	81	989
MAINTAINED UNDER PERMIT							
School and Church	37	0	3	40	1	1	40
Fire	22	0	0	22	1	1	22
Industrial, Etc.	33	0	2	35	0	4	39
TOTAL	92	0	5	97	2	6	101

NOTE: 3 Flashing, 2 F. T., 8 S. V. A., 1 Pedestrian signals ordered but not installed as of Dec. 31, 1948.

TABLE NO. 9

PERMITS ISSUED

Type	1947	1948
School Signal	4	3
Fire Signal	2	5
Industrial Signal	7	6
Fire Switch	0	2
Portable School Signs	23	23
Miscellaneous Signs	2	6
TOTAL	38	45

TABLE NO. 10

TRAFFIC COMMISSION ORDERS ISSUED

Type	1947	1948
Signals	173	143
Parking	107	103
Speed Zones	241	255
Signs	241	254
Pavement Markings	8	8
Area Speed Restrictions	12	8
TOTAL	782	771

TABLE NO. 11

PARKING REGULATIONS

TYPE	HIGHWAY SYSTEM	No. of Regulations As of Dec.31, 1947		No. of Regulations As of Dec.31, 1948	
		Outside Villages	In Villages	Outside Villages	In Villages
Prohibit All Parking	State	418	155	513	174
	County & Town	26	---	72	---
Prohibit Diagonal Parking	State	59	86	69	90
	County & Town	1	---	2	---
Misc.	State	55	8	66	12
	County & Town	---	---	---	---
Total		559	249	722	276

TABLE NO. 12

STATE-WIDE SPEED CHECK

	1946	1947	1948
Number of Vehicles	5,171	6,347	10,677
85% Speed	54	54	48
Pace	39-49	42-52	38-48
% Over 50 MPH	19 %	24 %	15 %

NOTE: Checks made during summer months at 10 different locations throughout the State where good alignment, flat grades and open country tend to induce high speeds. Same stations used each year. Weather conditions good and pavements dry. Enoscope used in 1946 and 1947. Radar Speed Meter used in 1948.

TABLE NO. 12

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